

Subdivision Rules & Regulations Revisions Status

Draft 1, November 6, 2020

This draft incorporates the following changes:

- Corrected punctuation, spelling, formatting, and similar nits.
- Revised to resolve issues with inconsistent, outdated, or unclear terminology.
- Made clarifications where the wording did not clearly say what was intended.
- Made revisions recommended by Jeff Walsh, most of which are intended to align the SRR with current stormwater management standards and regulations.
- Revised traffic study requirements to be consistent with the Zoning By-Law.
- Revised street light requirements to align with the Select Board's role in determining street light placement.
- In several places, replaced language specifying the number and size of copies to be submitted to the Board with language referring to forms provided by the Board for that (as we did not too long ago in the ZBL).
- Revised to allow an extension of up to three years, rather than requiring extensions one year at a time. The Board may wish to use a number other than three here.
- To reduce potential confusion about dead end streets, added a definition for *cul-de-sac* to mean a single road with an intersection at one end and a turnaround at the other end, and used that term in rules that apply only to that configuration.
- Expanded the rule for measuring the length of dead end streets, to explicitly state the rule that the Board has consistently, but informally, used over the years (section 4.1.6.2).
- Revised the rule for reserving an easement to extend a dead end street to adjacent property, making it conditional on access to adjacent property being required per section 4.1.2.1 d), expressing a preference for connecting from a cul-de-sac as opposed to some other part of a dead end street system, and making it conditional on it being possible to create such an easement (recognizing that site conditions such as wetlands may make such an easement impossible).

Draft 2, January 25, 2021

Editorial changes:

- Revised the first sentence of section 5.10 to clarify it, based on very similar wording found in other towns' subdivision regulations.
- Schedules A & B: replaced the images, which included the footing text, with new images that include just the drawings, allowing Word to supply the border and use the same footings that the rest of the document uses. The images are still the same drawings, lightly processed to have a transparent background and sharpen up text and lines.

Updated references to Mass Highway documents:

- Standard Specifications: title changed; references updated to align with section names and terminology (most notably, Mass Highway now uses “hot mix asphalt” to refer to what was previously known as “bituminous concrete”)
- Construction Standard Details: updated references that were to the 1966 version
- These changes are found in sections 2.1.1.26, 3.1.5.1 d), 5.1.2, 5.2.2.1, 5.2.2.2 j), 5.7.2, 5.9.2.1, and 5.9.2.2

Curb Requirements (sections 4.2 and 5.7):

- Allow both vertical and sloped granite curbing
- Allow granite where formerly only bituminous was allowed
- Change from 2% to 5% the grade at which granite curbing is required (consistent with most other municipalities that have such a requirement).

Intersection Separation (section 4.1.3.6):

- For streets entering a street on opposite sides, require them to be directly opposite or else offset at the centerlines by at least 150 feet. The purpose is to avoid traffic conflicts between vehicles entering from those opposite sides.
- For streets entering a street on the same side, require the distance between their rights of way to be 250 feet or twice the minimum frontage for the zoning district, whichever is greater. The purpose is to ensure traffic safety and to ensure that there is space for at least two lots of minimum frontage between any two streets.

Draft 3, April 23, 2021

Publication of legal notices on the Town website

- Added language to sections 3.3.6 (public hearing for definitive subdivision plan), 3.3.11.2 (determination of completeness), and 3.3.12.3 (inspection in preparation for road acceptance) to require the notice to be published on the “Town of Grafton website” in addition to publication in a “newspaper of general circulation in the Town of Grafton.”

Mass Highway Design Guide (section 4.1.1)

- Added a reference to the MassHighway Project Development & Design Guide for all design criteria not specified in the SR&R.

Design Speed (section 4.1.2.1)

- Previously added as suggested by Jeff Walsh, this is now revised to allow the use of a 25 mph design speed for flexible development roads classified as Minor B and Minor C, reflecting one of the recommendations in ZBL Section 5.3.14.

Intersection Corner Radius (section 4.1.3.5)

- Added a requirement that the radius at the edge of pavement be 30’ or greater, to make it clear that a pavement edge radius of less than 30’ is prohibited and that a radius of greater than 30’ is acceptable.

Intersection Separation (section 4.1.3.6):

- Updated to specify a minimum separation of 500' on a Major Street, as a means of limiting congestion on busy streets.
- Added language to explain conditions under which the Planning Board can consider a waiver of the minimum separation distances.
- Added a diagram illustrating intersection separations.

Pavement Edge and Edge of Right of Way (section 4.1.3.7)

- Removed the requirement that the distance between edge of pavement and edge of right of way be constant. The requirement is unnecessary, because the requirement that centerlines of the roadway and the right of way be colinear has the desired effect anyway, and in some cases, such as at intersections where the pavement and right of way both have a 30' radius, a constant distance cannot be achieved.

Draft 4, June 11, 2021

Minor edits to the requirements for vertical curves, to slightly clarify the text. (section 4.1.5.3)

Revisions for consistency with Fire Department requirements

- Increased minimum width of Minor Street C to 24 feet (4.1.4.2 and Schedules A & B)
- Required hydrants to be no more than 10' from the edge of pavement, and to be approved by the Fire Department (4.7.7.4, 4.7.7.5)
- Required sufficient pavement radius and obstruction-free area to ensure fire apparatus access to cul-de-sac turnarounds (4.1.6.7)

Changed minimum width of Minor Street A from 30' 4" to 30', there being no discernible reason for that 4". (section 4.1.4.2)

Added to the text requirements that were shown only in the cross-section drawings

- Subdrain on a 6" bed of crushed stone, reflecting the opinion of DPW (5.4.3.1)
- A 6" gravel base under the grass plot, reflecting the opinion of DPW. (5.9.3.2)

Re-drafted road cross-section and drainage layer detail drawings (Schedules A & B)

- Changed title from "Standard Cross Section" to "Typical Cross Section" to make it clear that the diagrams are illustrative and not prescriptive, and updated references in the body of the document accordingly (3.3.3.21, 4.7.1.1, 4.9.4, 5.1.1, 5.1.6, 5.9.3)
- Reordered so that the four cross sections are in sequence, followed by drainage layer and subdrain detail
- Added references in the text to drainage layer and subdrain detail diagrams (5.2.1.5, 5.4.3.1)

Changed or added detail regarding the placement of underground utilities

- Added language requiring underground utilities to be placed under the grass plot and not under a sidewalk (to avoid digging up a sidewalk for utility repairs), except for those whose placement is covered by more specific regulations. (4.7.1.5)

- Deleted language allowing gas main under sidewalk (4.7.4)
- Change gas main language from “grass strip” to “grass plot” to be consistent with other references to that portion of the right of way (4.7.4)

Draft 5, June 25, 2021

Changed reference to “2020 Revision” to “2021 Revision” to reflect the year it will be finalized.

Separated the combined “Schedules A and B” section into two sections: Schedule A with the four typical street cross sections and Schedule B with the two drainage detail diagrams.

- Updated the references to the schedules: 3.3.3.21, 4.7.1.1, 4.9.4, 5.2.1.5, 5.4.3.1

Updated a reference to “Selectmen” that wasn’t qualified by “Board of” (2.1.1.32).

Updated specification of plan form and copies for ANR, same as was done for other submittal requirements (3.1.1).

Updated some details about definitive plan review by town officials:

- Instead of specifying contact prints with dark line on white background for Board of Health, specify “quantity and form acceptable to that Board” (3.3.5.3 a) and Schedule D)
- Mention stormwater regulations administered by ConCom (3.3.5.4 b) (2))
- Include sidewalks and curbs as details to be reviewed by Superintendent of Streets (3.3.5.4 b) (3))

Updated street cross-section diagrams (Schedule A):

- More abstract curb
- Sidewalk on both sides of Major
- 8” gravel base under sidewalk

Additional punctuation, spelling, and formatting nits.

Renumbered definitions (2.1).

Updated page numbering and table of contents.

Draft 6, September 8, 2021

Additional typographical changes, wording clarifications, and minor changes to cross-section diagrams. (3.2.1, 3.3.5.3.a.1, 3.3.7.1.d, 3.3.7.5, 3.3.11.2.a, 4.1.6.5, 4.7.1.5, 4.7.7.1, 4.7.8, 4.7.8.2, Schedule A)

Updated vertical datum reference. (3.3.3.16.d)

Updated curb radius to specify exactly 30' for minor street intersections, and 30' or greater for intersections involving at least one major street. (4.1.3.5)

Updated curb requirements to allow only modified Cape Cod berm for bituminous concrete/hot mix asphalt curbs. (4.2.2, 5.7.2)

Removed pear trees from the list of recommended street trees. (Schedule D)

Modernized requirements for underground utilities (e.g., telephone, cable television, Internet service) (5.3.6, 5.3.7)

Clarified language regarding when the clock starts, to be more explicit that the clock starts on the date the application was submitted, but only for an application that is considered to be complete (3.2.5.4, 3.3.5.2)

Revised language regarding placement of street lights (4.7.6)

Draft 7, September 24, 2021

Changes are highlighted in yellow in the draft

Clarified details regarding submission completeness (3.2.4.3, 3.2.5.1, 3.3.4.2, 3.3.5.1):

- Point out explicitly that waiver requests must identify submission material for which a waiver is requested
- State explicitly that the Board or its agent determines application completeness, to be consistent with current practice
- Point out that completeness requires only materials that are applicable to the specific application (i.e. inapplicable materials may be omitted, but of course must be identified in a waiver request)

Clarified dead ends:

- Added detail to the definitions to distinguish a cul-de-sac as one particular form of dead-end street. A cul-de-sac has a turnaround at one end, and we have specific requirements for a turnaround. A dead-end street in general does not necessarily have an identifiable “end” at which a turnaround can be placed; the obvious example is a “lollipop” road. (2.1.1.6, 2.1.1.28)
- Added a diagram to show examples of different dead-end configurations and how their lengths are measured. (4.1.6)

Clarified underground utilities language to include “data service” (a more generic term than “Internet service”) (4.7.1.1, 5.3.7.1)

Modified to permit vertical curves in leveling areas, with a constraint on the allowable grade and a requirement that intersection sight lines not be adversely impacted (4.1.5.3)

Added Schedule F to contain the revision history, moving the existing history from the front page and adding the summary of all changes included in the current draft revisions.

Draft 8, October 1, 2021

Changes for drafts 7 and 8 are highlighted in yellow in the draft

Simplified and clarified definition of cul-de-sac (2.1.1.6) to define it as a street with one closed end and one intersection at the other end, so as to not imply the existence of any particular type of turnaround at the closed end.

Updated cross-section diagrams to include “data” in underground utilities. (Schedule A)

Updated to clarify that a traffic study is required for all non-residential subdivisions. (3.3.4.7)